

AMENDMENTS TO THE CLAIMS

This listing of claims will replace all prior versions and listings of claims in the application.

LISTING OF CLAIMS

1. (Currently Amended) A door lock apparatus for a vehicle comprising:
a latch provided at one of a vehicle door and a vehicle-body and being rotatable between an open position in which the latch is disengageable from a striker provided at the other one of the vehicle door and the vehicle-body and a lock position in which the latch is prohibited to disengage from the striker;

an operating member for performing one of a lock operation for rotating the latch to the lock position and an unlock operation for rotating the latch to the open position by being moved from a neutral position to a first position by a driving source, and performing the other one of the lock operation and the unlock operation by being moved from the neutral position to a second position opposite to the first position relative to the neutral position by the driving source;

a control unit for switching a moving direction of the operating member driven by the driving source so that the operating member alternately performs the lock operation and the unlock operation;

an operated member for being operated along with the operating member moved to the second position;

a restricting member for mechanically restricting a movement of the operated member in a predetermined position when the operating member is moved to the first position;

a detecting means for detecting the operated member being positioned adjacent to the predetermined position; and

wherein the control unit enters a standby mode through a process of bringing the operating member to return to the second position side after one of the lock operation and the unlock operation is completed so that the operated member is not detected by the detecting member means, and enters the standby mode through a process of bringing the operating member to return to the first position side after the other one of the lock operation and the unlock operation is completed so that the ~~operate~~ operated member is detected by the detecting means.

2. (Original) A door lock apparatus for a vehicle according to claim 1, wherein the operating member performs the lock operation by being moved from the neutral position to the first position and performs the unlock operation by being moved from the neutral position to the second position, and the detecting means includes a switch that is turned in ON status by a pressing operation of the operated member approaching the neutral position from the second position and turned in OFF status by a cancellation of the pressing operation of the operated member moving away from the neutral position to the second position.

3. (Original) A door lock apparatus for a vehicle according to claim 2, further comprising:

a biasing member for constantly biasing the operated member from the second position side to the restricting member side.

4. (Original) A door lock apparatus for a vehicle according to claim 3, wherein the operating member is rotated by the driving source with respect to a shaft and performs the lock operation via a closure member connected to one of the operating member and the operated member, and performs the unlock operation via a release member connected to the other one of the operating member and the operated member.

5. (Original) A door lock apparatus for a vehicle according to claim 4, wherein the operated member is rotatably supported on the shaft including a first lever portion, a second lever portion and a third lever portion which is in contact with the restricting member when the operating member is moved to the first position side.

6. (Original) A door lock apparatus for a vehicle according to claim 4, wherein the closure member is rotatably connected to an edge portion of the operating member and includes an operating pin substantially extending parallel to the shaft.

7. (Original) A door lock apparatus for a vehicle according to claim 6, wherein the operating pin is pushed toward a guide face formed on the housing via a coil spring disposed between the closure member and the operating member.

8. (Original) A door lock apparatus for a vehicle according to claim 7, wherein the release member is rotatably connected to an edge portion of the second

lever portion of the operated member and includes a base portion, a middle portion formed with a guide hole into which a control pin provided on the housing is positioned, and an operating portion.

9. (Original) A door lock apparatus for a vehicle according to claim 8, wherein the operating portion of the release member rotates a pawl restricting a rotation of the latch to be disengaged from the latch.

10. (New) A door lock apparatus for a vehicle comprising:
a latch provided at one of a vehicle door and a vehicle-body and being rotatable between an open position in which the latch is disengageable from a striker provided at the other one of the vehicle door and the vehicle-body and a lock position in which the latch is prohibited to disengage from the striker;

an operating member for performing one of a lock operation for rotating the latch to the lock position and an unlock operation for rotating the latch to the open position, the operating member performing the lock operation by being moved from a neutral position to a first position by a driving source, and performing the unlock operation by being moved from the neutral position to a second position opposite to the first position relative to the neutral position by the driving source;

a control unit for switching a moving direction of the operating member driven by the driving source so that the operating member alternately performs the lock operation and the unlock operation;

an operated member for being operated along with the operating member moved to the second position;

the operating member being rotated by the driving source with respect to a shaft and performing the lock operation via a closure member connected to one of the operating member and the operated member, and performing the unlock operation via a release member connected to the other one of the operating member and the operated member;

the operated member being rotatably supported on the shaft including a first lever portion, a second lever portion and a third lever portion which is in contact with the restricting member when the operating member is moved to the first position side;

a restricting member for restricting a movement of the operated member in a predetermined position when the operating member is moved to the first position;

a detecting means for detecting the operated member being positioned adjacent to the predetermined position;

the detecting means including a switch that is turned in ON status by a pressing operation of the operated member approaching the neutral position from the second position and turned in OFF status by a cancellation of the pressing operation of the operated member moving away from the neutral position to the second position;

a biasing member for constantly biasing the operated member from the second position side to the restricting member side; and

wherein the control unit enters a standby mode through a process of bringing the operating member to return to the second position side after one of the lock operation and the unlock operation is completed so that the operated member is not detected by the detecting means, and enters the standby mode through a process of

bringing the operating member to return to the first position side after the other one of the lock operation and the unlock operation is completed so that the operated member is detected by the detecting means.

11. (New) A door lock apparatus for a vehicle comprising:

a latch provided at one of a vehicle door and a vehicle-body and being rotatable between an open position in which the latch is disengageable from a striker provided at the other one of the vehicle door and the vehicle-body and a lock position in which the latch is prohibited to disengage from the striker;

an operating member for performing one of a lock operation for rotating the latch to the lock position and an unlock operation for rotating the latch to the open position, the operating member performing the lock operation by being moved from a neutral position to a first position by a driving source, and performing the unlock operation by being moved from the neutral position to a second position opposite to the first position relative to the neutral position by the driving source;

a control unit for switching a moving direction of the operating member driven by the driving source so that the operating member alternately performs the lock operation and the unlock operation;

an operated member for being operated along with the operating member moved to the second position;

the operating member being rotated by the driving source with respect to a shaft and performing the lock operation via a closure member connected to one of the operating member and the operated member, and performing the unlock

operation via a release member connected to the other one of the operating member and the operated member;

the closure member being rotatably connected to an edge portion of the operating member and including an operating pin substantially extending parallel to the shaft;

a restricting member for restricting a movement of the operated member in a predetermined position when the operating member is moved to the first position;

a detecting means for detecting the operated member being positioned adjacent to the predetermined position;

the detecting means including a switch that is turned in ON status by a pressing operation of the operated member approaching the neutral position from the second position and turned in OFF status by a cancellation of the pressing operation of the operated member moving away from the neutral position to the second position;

a biasing member for constantly biasing the operated member from the second position side to the restricting member side; and

wherein the control unit enters a standby mode through a process of bringing the operating member to return to the second position side after one of the lock operation and the unlock operation is completed so that the operated member is not detected by the detecting means, and enters the standby mode through a process of bringing the operating member to return to the first position side after the other one of the lock operation and the unlock operation is completed so that the operated member is detected by the detecting means.

12. (New) A door lock apparatus for a vehicle according to claim 11, wherein the operating pin is pushed toward a guide face formed on the housing via a coil spring disposed between the closure member and the operating member.

13. (New) A door lock apparatus for a vehicle according to claim 12, wherein the release member is rotatably connected to an edge portion of the second lever portion of the operated member and includes a base portion, a middle portion formed with a guide hole into which a control pin provided on the housing is positioned, and an operating portion.

14. (New) A door lock apparatus for a vehicle according to claim 13, wherein the operating portion of the release member rotates a pawl restricting a rotation of the latch to be disengaged from the latch.

15. (New) A door lock apparatus for a vehicle according to claim 1, wherein the detecting means is a single switch.